

Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 23, 1999

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

David and Deborah McDaniel
170 Flint Rd.
Macomb, IL 61455

Dear Mr. and Mrs. McDaniel:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments is included with this response. Thank you also for marking your residence on the map that came with your comments. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed the preferred alignment in the northwest quadrant as passing approximately 1400 feet east of Flint Rd.. In your comments you mentioned concerns regarding the impact of the bypass on bobcats in the area. Environmental impacts, property severances, the impact on property use, agricultural impacts, access, and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Based on further study by the Department and on comments received since the April 28 meeting, the Department is studying a westward alignment shift of up to 500 feet in the area between Adams St. and CH 14. The Department is also studying in detail dropping NW-3 as the preferred alignment in favor of NW-2. The NW-2 alignment minimizes impacts to the wooded area north of CH 14. This wooded area is a continuation of the woodland around Spring Lake and is a possible bobcat habitat. The NW-2 alignment follows the edge of the wooded area and does not cause the woodland fragmentation that occurs with NW-3.

One of the Department's landscape architects is currently studying the native plants and trees within the project limits and will be working on a plan for tree replacement and native plantings. Where possible, the Department is studying extending existing wooded areas, such as the area north of CH 14, to expand the natural habitat of impacted wildlife.

Based on your comments, the Department is investigating the area further to determine the potential impacts of the proposed bypass to the bobcat habitat. Based on the Department's knowledge, the bobcat favors creek or river valleys and wooded areas. The proposed structure over the east fork of the LaMoine River in the northwest quadrant will provide an area for wildlife to pass underneath undisturbed by traffic. Numerous culverts in the northwest quadrant will also provide passages for wildlife to use.

Mr. & Mrs. McDaniel
September 23, 1999
Page 2

In the vicinity of CH 14, the bypass profile is proposed to be elevated as it crosses CH 14. Placing the bypass over CH 14 is another attempt to minimize the disturbance to wildlife.

The Department will present the recommended alignment, profile, and associated impacts, including impacts to the bobcat, at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

Thank you for your interest in the Macomb Bypass Study and especially for your information on bobcat sightings. If you have further comments or questions, please contact Paul Heeg at (309)671-3462 or Tom Lacy at (309)671-3453.

Very truly yours,

Joseph E. Crowe
District Engineer

Roger E. Roche

By: Roger Roche
Acting Program Development Engineer

PH/g/s/vmg/21winword/nd&plne/squad9/letter/macomb/mcdaniel.doc

cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)
T. Lacy



We want your comments on the proposed Macomb Bypass. We encourage you to make your views a part of the official record. Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.

My comments are:

I AM 57 years old. I have been on this farm since 1951 except for a brief period. I have collected and now have the old farm equipment like my dad had. I had hoped to let the early and farm this place as a retirement project. The NW-3 will ruin this farm and if it doesn't take my home, it will have traffic in my front yard!! IT IS MY hope and prayer that NW-2 will be chosen. This would leave this place in tact for me and my children after me.

Thank you,

Ronald C. Bricker

Please print:

Name
Address
City/State/Zip
Phone No.

Ronald C. Bricker
1240 EMORY ROAD
MACOMB, ILL. 61455
(309) 837-3512

Illinois Department of Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309)671-3333

DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS

MAY 1999

RECEIVED
DISTRICT 4
PROC. DEVELOPMENT



A-106



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 23, 1999

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)

Macomb Area Study

McDonough County

Job No. P-94-152-91

Catalog No. 031483-00P

Mr. Ronald C. Bricker

1240 Emory Road

Macomb, IL 61455

Dear Mr. Bricker:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments is included with this response. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed NW-3 as the preferred alignment. In your comments you mentioned concerns regarding the impact of the preferred NW-3 on your property. Property severances, the impact on property use, agricultural impacts, access, along with environmental and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Based on further study by the Department and input from you and several others, the Department is studying in detail dropping NW-3 and selecting NW-2 as the preferred alignment. The NW-2 alignment does not bisect your property, as does NW-3, but instead impacts the southeastern corner of your parcel.

The Department will present the recommended alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

Thank you for your interest in the Macomb Bypass Study. If you have further comments or questions, please contact Paul Heeg at (309)671-3462 or Tom Lacy at (309)671-3453.

Very truly yours,

Joseph E. Crowe

District Engineer

Roger E. Locke

By: Roger Locke

Acting Program Development Engineer

PH1/g:s:\mgr2\winword\std&plusuquad9\letters\macomb\bricker.doc

cc: Project File (P. Heeg)

Parsons Brinckerhoff (Attn: Mark Henderson)

T. Lacy

June 29, 1999

D.E. Risinger, District Engineer
Illinois Department of Transportation
Division of Highways - District 4
401 Main Street
Peoria IL 61602-1111

OFFICE OF TRANSPORTATION RECEIVED	
DATE	10/1/99
TIME	10:00
NAME	ROCKE
NAME	CLARK
NAME	THOMPSON
NAME	WILLIAMS
NAME	CARPENTER
NAME	GAUWITZ
NAME	SMITH
NAME	RETURN
RESPOND BY	

Dear Sir:

Whenever a new road project is planned it stands to reason that some people will have to make property sacrifices. The by-pass around Macomb using the northern route will affect the property of John Corson in such a way that he will have to give up the nationally recognized Suffolk sheep flock he has spent years building. Now to some that may not seem important, but John Corson has given freely of his time and flock to serve as an educational tool to many students through the years.

I am an Animal Science instructor in the Department of Agriculture at Western Illinois University and also serve as the coach of the WIU Intercollegiate Livestock Judging Team. John Corson retains his superior sheep flock at his farm located close to WIU and allows me to use his flock for evaluation to teach my students the economic and production values of sheep selection, the merits of superior genetic contributions to a flock and the study of wool and meat qualities which ultimately affect the consumer. His flock is second to none on both the state and national level of the sheep industry. WIU is very fortunate to have John Corson as a good neighbor and friend to education. I appreciate the generosity he extends to my classes and judging teams.

As the livestock judging team coach I network with other colleges and universities in the United States in offering exceptional livestock work-outs when their students are in the Macomb area. John Corson has opened his facilities and flock to schools from many different states, welcomed foreign visitors and encouraged F.F.A. and 4-H members. He has delivered sheep classes for livestock judging work-outs and contests held at WIU as well as served as our contest sheep official on numerous occasions. He has supported the Illinois Ram Test conducted at WIU by performance testing his rams. He donated twelve of his best ewes to the WIU sheep teaching flock to introduce new genetics and make improvements in our flock where we needed changes. There is no replacement or alternative source for John Corson's educational support and sheep interest he gives to Western Illinois University.

It does not seem fair that John Corson should have to give up his farm's sheep production because the by-pass road will not allow his property to remain intact especially when there

2.

could be other route options. By moving the road more to the west through unproductive ground, he could maintain the integrity of his farm which would accomodate his sheep flock.

As important as the road is to Illinois and the area, John Corson is a respected, productive and progressive agriculture resource who has made unselfish contributions relevant to education which Illinois cannot afford to lose. Please consider the northern by-pass route options which would allow for him to continue to operate his successful sheep flock that has the potential to offer numerous advantages to many people including the students at Western Illinois University.

Respectfully,

Bruce A. Engnell

Bruce A. Engnell
WIU Department of Agriculture
2100 N. Wigwam Hollow Road
Macomb, IL 61455

Paul - Please prepare a response for review. I would suggest mentioning that the department is currently evaluating alignments to address his concerns. Don't say we have picked NW 3/4 until we get through PB & agency agencies.

*Thanks
DTE*

**Western
Illinois
University**

AGRICULTURE
1 UNIVERSITY CAMPUS
MACOMB, IL 61455-1990
309/298-1080

July 13, 1999

Illinois Department Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111

Dear Mr. Risinger:

It has recently come to my attention that one of the proposed sites for the bypass around Macomb would split the property of Mr. John N. Corson. He owns property in Section 28 of Emmet Township and his address is 13320 E. 900th Street, Macomb.

For many years, Mr. Corson has opened his farm to the Western Illinois University students to observe and conduct research. Also, he has graciously provided the animals and facilities necessary for our students to judge livestock. The ultimate placement of the highway through Mr. Corson's property will determine whether or not this educational relationship can be maintained into the future.

After reviewing the aerial photographs of the affected area, I see a possible opportunity to save taxpayer dollars and reduce the negative impact associated with the building of a highway through Mr. Corson's property. If the adopted plan is to build the highway through the southeast quarter of Section 28, I would recommend the road be constructed closer to Spring Creek. If I correctly understand the current proposed configuration, this would mean a shift of the road to the west. This could reduce the damage of splitting a number of parcels of land (including Mr. Corson's property) "down the middle."

I do hope you will give this suggestion the consideration it deserves. If I can be of assistance, please contact me. Thanks.

Sincerely,

D. E. Terry

Danny E. Terry, Chairman
Western Illinois University
Department of Agriculture
Macomb, IL 61455

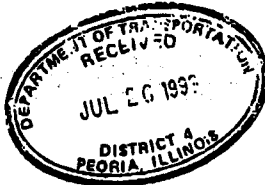


(309) 298-1080 (Work)
(309) 298-2280 (Fax)
Danny_Terry@ccmail.wiu.edu

COPY		REC'D
<input type="checkbox"/>	ROCKE	<input checked="" type="checkbox"/>
<input type="checkbox"/>	CLARK	<input checked="" type="checkbox"/>
<input type="checkbox"/>	THEKILGSEN	<input type="checkbox"/>
<input type="checkbox"/>	WILLIAMS	<input type="checkbox"/>
<input type="checkbox"/>	CARPENTER	<input type="checkbox"/>
<input type="checkbox"/>	GALWITZ	<input type="checkbox"/>
<input type="checkbox"/>	SMITH	<input type="checkbox"/>
<input type="checkbox"/>	RETURN	<input type="checkbox"/>

RESPOND BY

A-108



July 23, 1999

Illinois Department Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111

Dear Mr. Risinger:

I recently found out that one of the proposed sites for the bypass around Macomb would split the property of John Corson, Section 28 of Emmett Township -- his address is 13320 E. 900th Street, Macomb.

For several decades, John has opened his farm to the Western Illinois University students to observe and conduct a working sheep farm. Also, he has graciously provided the animals and facilities necessary for our students to judge livestock. Placing the bypass through Mr. Corson's property could well end this relationship by greatly disrupting Mr. Corson's business.

Thus I would recommend the road be constructed closer to Spring Creek. If I correctly understand the current proposed configuration, this would mean a shift of the road to the west. This could reduce the damage of splitting a number of parcels of land (including Mr. Corson's property) "down the middle."

I do hope you will give this suggestion the consideration it deserves. If I can be of assistance, please contact me. Thanks.

Sincerely,

John Carlson, Professor
W.I.U. Agriculture Department



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

July 28, 1999

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 10 (U. S. 67)

Macomb Area Study

McDonough County

Job No. P-94-152-91

Catalog No. 031483-00

Mr. Bronson Van Wyck
2141 Highway 224 East
Tuckerman, Arkansas 72473

Dear Mr. Wyck:

Thank you for your recent phone calls regarding the Macomb Bypass Study. As you requested, included with this letter is a copy of an aerial photograph presented to the public at the April 28, 1999 Public Information Meeting at Edison School in Macomb. Two handouts provided to the public at this meeting are also included with this letter. You are encouraged to send us your written comments about this project. Your comments will be included as part of the official record.

According to our records, the property owned by Agronomics is highlighted in yellow on the aerial exhibit. As can be seen, the alignment NW 2/3 crosses the property. At the April 28 meeting, an individual associated with Agronomics requested that the Department look into shifting the alignment slightly north to eliminate the small trapezoidal section of land between the Hildred Thompson property and the Agronomics property. The Department is currently studying the alignment shift and its impacts, particularly to the interchange at U. S. 67.

The Department is in the process of finalizing the alignment and amount of right-of-way needed. The public will have an opportunity to comment on the final alignment and associated impacts at the final public hearing, which is tentatively scheduled for June of 2000.

Thank you again for your interest in the Macomb Bypass Study. If you have additional questions, please contact Paul Heeg at (309) 671-3462.

M. E. Rippel
Acting District Engineer

By: Roger E. Roche
Program Development Engineer

PH/ig/s/mgr2/wimwrd/stdd/pln/sguad9letters/phi0026

cc: Project File (P. Heeg)
Parsons Brinkerhoff (Attn: M. Henderson)

RECEIVED

AUG - 2 1999

PARSONS BRINKERHOFF
CHICAGO, IL

MACOMB AREA STUDY - PUBLIC MEETING - APRIL 28, 1999

Welcome to the drop-in session for the Macomb Bypass Study.

This session is being held so that the Illinois Department of Transportation can present the most recent

The exhibits show the remaining possible alignments for a four lane freeway in the Northwest and Northeast corridors.

information about the Macomb Bypass project and hear your questions and comments.

The meeting is conducted in an open house format. The exhibits show the remaining possible alignments for a four-lane freeway in the Northwest and Northeast corridors. Please review the exhibits and discuss the project with the representatives present.

We want to hear from you.

Please feel free to ask questions and express your opinions. Your input is important. There are several ways you may comment on the project:

- Illinois Department of Transportation personnel and their consultants are present to answer your questions and receive your comments.
- On the back of this handout is a comment form which you may fill out tonight and drop in the comment box.
- Mail your comments to:
Illinois Department of Transportation
D. E. Risinger, District Engineer
401 Main Street
Peoria, IL 61602-1111

Please feel free to ask questions and express your opinions.

Alignments being considered include:

- Two in the Northwest - NW-2 and NW-3.
- Two in the Northeast - NE-9 and NE-9R.
- Two at US 136 East - NE-1 and NE-3.
- The "No Action" Alternative.

The next step -

- Evaluate and respond to comments received.
- Finalize alignment selection.
- Present the preferred alternate at the next public hearing.

